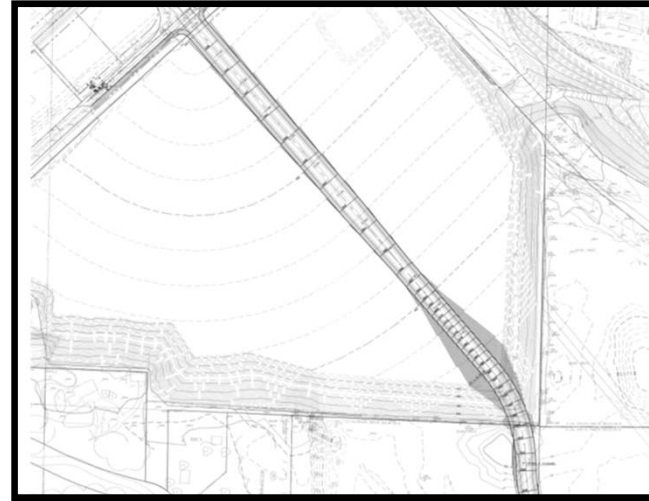


ATTACHMENT A

Excerpt from City of Maple Valley 2021-2026 TIP

City of Maple Valley
6 Year
Transportation Improvement Program
2021 - 2026





Project: T-48 SE 231st Street Extension

Beginning Termini: Witte Road

Ending Termini: End of new 228th Avenue SE

Project Length: 1700 feet

TIP Ranking: 5

Potential Funding Sources:

City: \$ 835K

Developer: \$ 2M

Grants: \$ 3M

Est Project Timeline:

PE: 2020

ROW: 2020

CONS: 2021

Existing Conditions:

Traffic Count: N/A

No. of Lanes: N/A

Lane Widths: N/A

Sidewalk: N/A

Sidewalk Width: N/A

Bike Lanes: N/A

Shoulder Widths: N/A

3 Yr Collision History:

Property: N/A

Injuries: N/A

Fatalities: N/A

Basis for Project: This project creates an arterial connection through the former Hayes Gravel pit, slated for industrial development, providing a direct access to the SR 18 interchange. This arterial connection will provide one lane in each direction with a center lane in the industrial area, include sidewalk and bicycle lanes, and street lighting.

The City is pursuing a developer agreement with the developer in order to score additional points in the TIB Urban Arterial Program.

Project Budget

Design: \$300K

ROW Acquisition \$500K

Construction Management \$500K

Construction \$4M

TOTAL PROJECT COST: \$5.8M

ATTACHMENT B

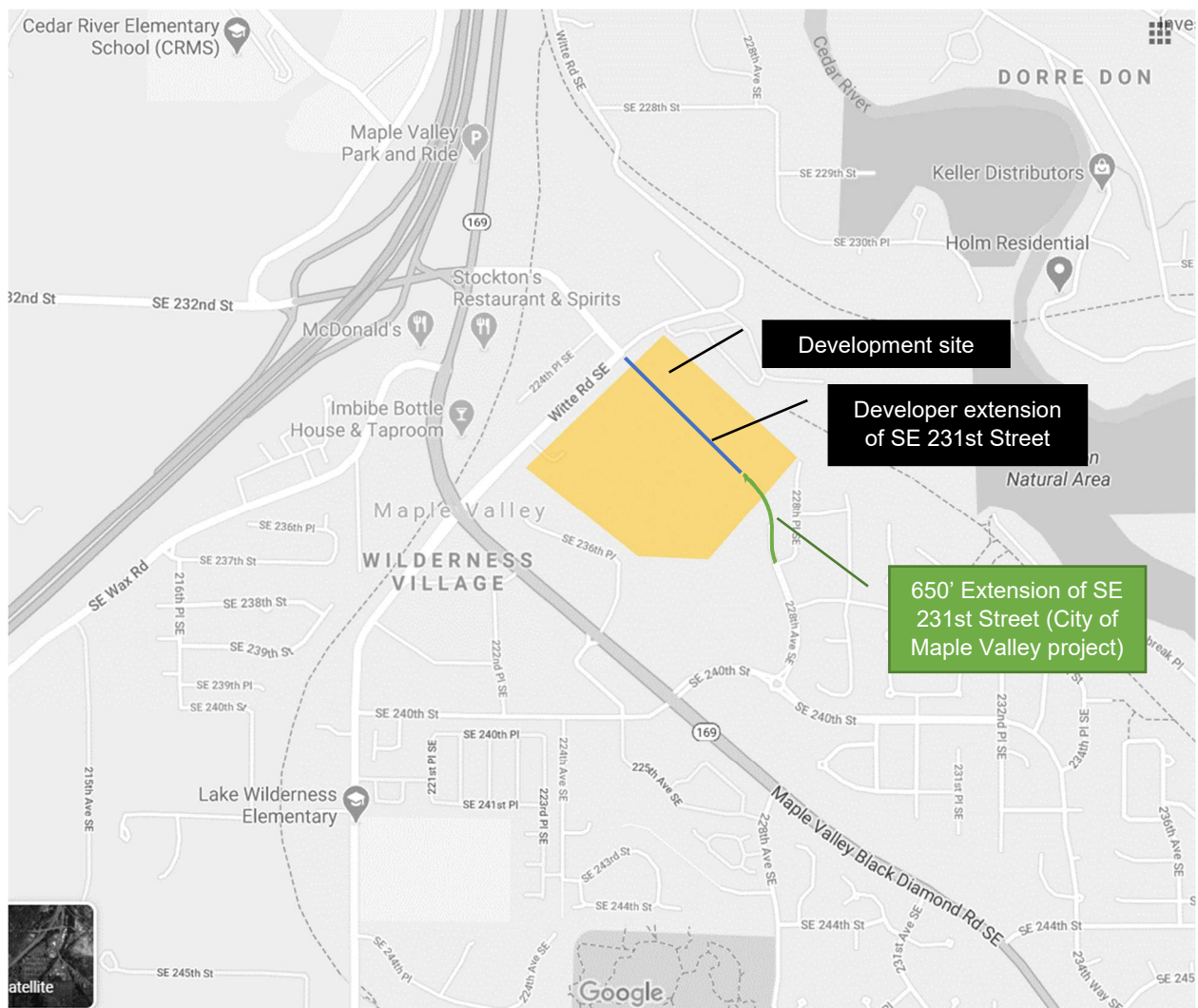
Project Vicinity Map and Roadway Sections

City of Maple Valley

SE 231st Street Project Location Map

The subject project for the City of Maple Valley's 2020 TIB application is a 650' extension of SE 231st Street from the end of a developer-constructed segment of SE 231st Street to the existing intersection with 228th Avenue SE.

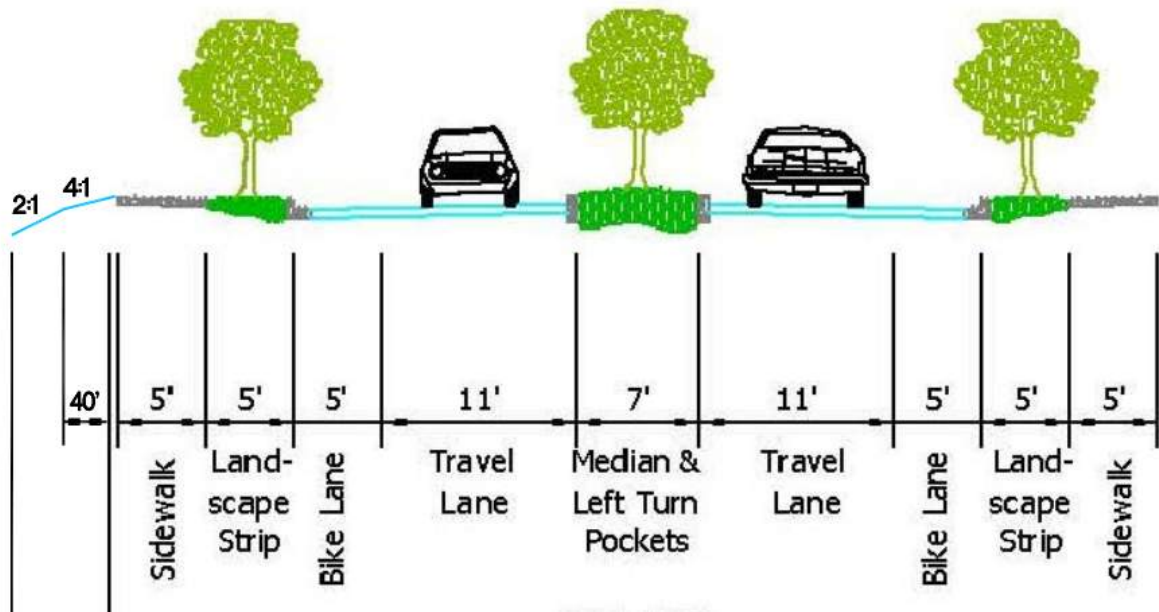
The attached page from the developer's site plan depicts the end of the extension being constructed by the developer.



City of Maple Valley

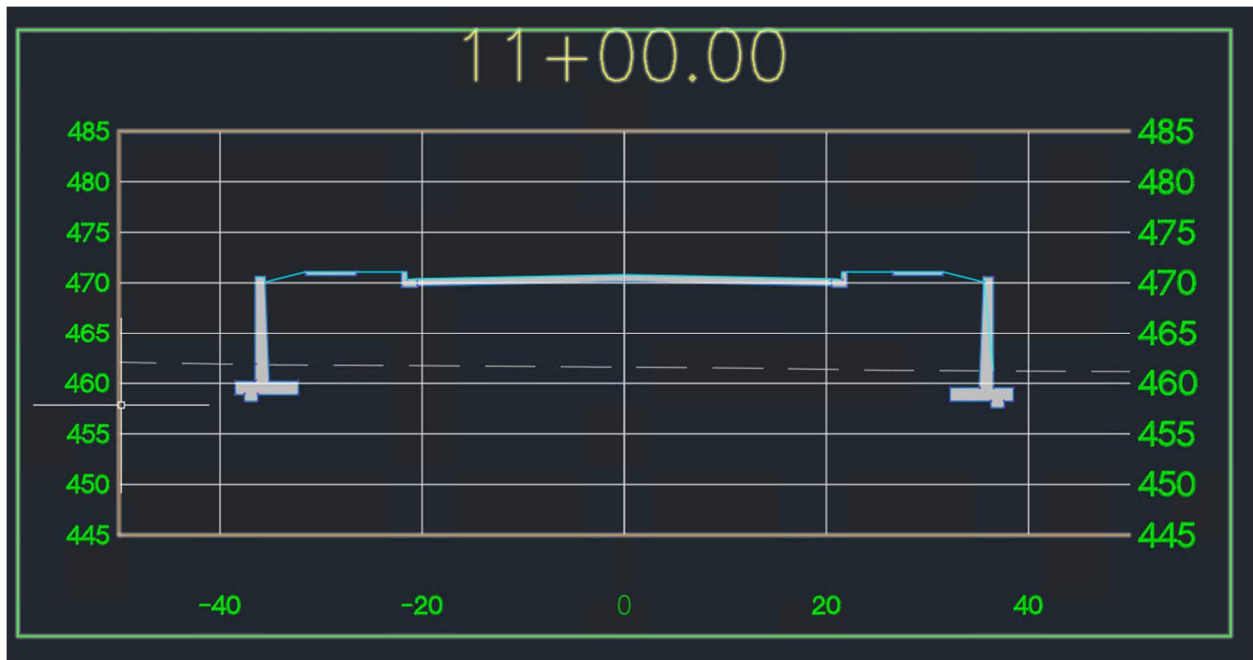
SE 231st Street Roadway Section

The terminus of the developer-constructed segment of SE 231st Street is a 2-lane section with bike lanes and no median. The section will be quickly transitioned to the City's standard collector with a 7' curbed median to match the section at 228th Avenue SE.

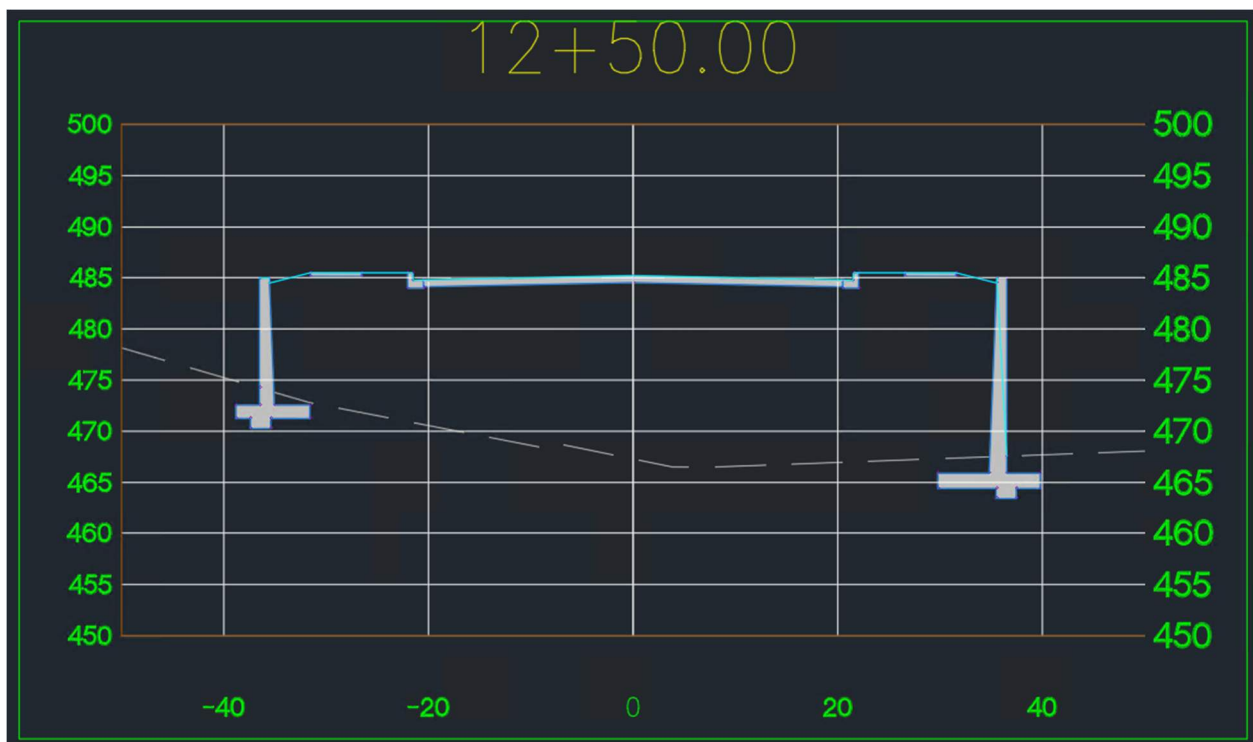


Beyond the limits of the developer-constructed segment of SE 231st Street, there is a difference in grade of over 60 feet between the developer's site access road and the undeveloped right of way connected to 228th Avenue SE. The proposed section will be constructed with retaining walls at the limits of the dedicated tract left by Panattoni as part of the development of the site.

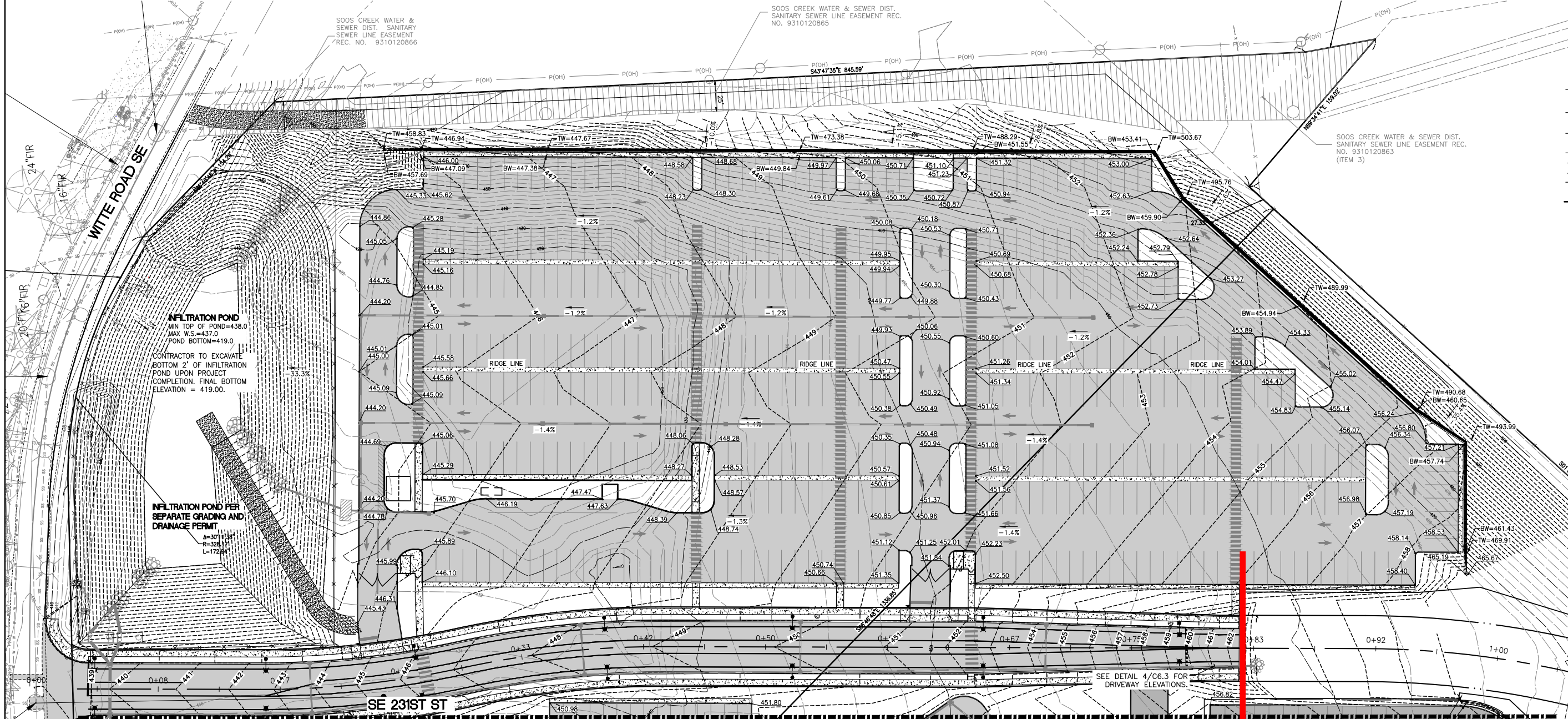
The following two sections depict the retaining wall section and the required fill 100' (Sta 11+00) and 250' (Sta 12+50) beyond the limit of the developer-provided roadway. The conceptual design sections below do not depict a median, but they are intended only to show the difference in grade and the proposed retaining walls. The surface features of the SE 231st Roadway extension will meet the above-depicted standard section for collectors in the City of Maple Valley.



Conceptual fill and retaining walls – 100' from end of developer-provided roadway



Conceptual fill and retaining walls – 250' from end of developer-provided roadway



- PROPOSED WALL IS DESIGN/BUILD BY THE CONTRACTOR (OR PER STRUCTURAL DRAWINGS) AND IS SHOWN CONCEPTUALLY.
- 1.WALL DESIGN NEEDS TO BE SUBMITTED TO THE OWNER AND THE ENGINEER/CITY FOR REVIEW AND APPROVAL.
- 2.WALL DESIGNS OVER 4--FEET HIGH REQUIRE A SEPARATE BUILDING PERMIT AND ENGINEERING DESIGN.
- 3.WALLS OVER 30--INCHES HIGH NEED TO INCLUDE PEDESTRIAN AND/OR VEHICULAR FALL PROTECTION.
- 4.THE DIMENSIONS SHOWN ON THE PLAN ARE THE BASIS OF WALL PLACEMENT. DIMENSIONS ARE SHOWN TO THE FACE OF WALL AT THE EXPOSED GRADE. CONTRACTOR SHALL USE A CURRENT CAD FILE FROM BARGHAUSEN CONSULTING ENGINEERS, INC. TO STAKE THE FACE OF WALL LOCATION.
- 5.THE TYPE OF WALL CHOSEN WILL DETERMINE THE WALL WIDTH, BATTER, AND IF GEORGRID IS NECESSARY.
- 6.THE WALL HEIGHT SHOWN ON THE PLANS IS AN ESTIMATED MAXIMUM HEIGHT. TOP OF WALL ELEVATIONS PROVIDED ARE TO THE TOP OF EXPOSED FACE OF WALL, NOT INCLUDING ANY PEDESTRIAN OR VEHICULAR BARRIER IF NECESSARY. BOTTOM OF WALL ELEVATIONS PROVIDED ARE TO THE BOTTOM OF THE EXPOSED FACE OF WALL (AND NOT TO WALL FOOTING). THE WALL ELEVATIONS PROVIDED ON THE PLANS ARE PROVIDED AT UNIFORM LOCATIONS AND DO NOT NECESSARILY REPRESENT ALL OF THE WALL ELEVATION CHANGES. WALL PROFILES ARE REQUIRED TO BE PART OF THE DESIGN/BUILD OR STRUCTURAL DESIGN PLANS. WALL PROFILES MAY RESULT IN HIGHER OVERALL WALL HEIGHTS.
- 7.COORDINATION BETWEEN WALL DESIGN AND THE CONSTRUCTION DRAWINGS NEEDS TO OCCUR PRIOR TO CONSTRUCTION TO CONFIRM WALL LOCATION IN PLAN VIEW, DRAINAGE REQUIREMENTS, ETC.

1. CONTRACTOR TO ORDER LOCATES AND FIELD VERIFY ALL UTILITIES PRIOR TO CONSTRUCTION TO ENSURE THAT UTILITY CONFLICTS DO NOT EXIST.
2. CONSTRUCTION AND MATERIALS SHALL BE IN ACCORDANCE WITH CITY OF MAPLE VALLEY REQUIREMENTS.
3. CONTRACTOR TO OBTAIN ANY NECESSARY RIGHT-OF-WAY PERMITS IF REQUIRED FOR WORK SHOWN ON PLANS.
4. CONTRACTOR TO RAISE AND ADJUST ALL SANITARY SEWER CLEANOUTS TO FINAL GRADE AS NECESSARY. SSSCO'S WITHIN ADA ACCESSIBLE PATHS SHALL BE ADJUSTED TO FINAL ELEVATIONS IN COMPLIANCE WITH CURRENT ADA REQUIREMENTS.
5. CONTRACTOR TO RAISE AND ADJUST ALL CATCH BASIN RIMS TO FINAL GRADE AS NECESSARY. CATCH BASINS WITHIN ADA ACCESSIBLE PATHS SHALL BE ADJUSTED TO FINAL ELEVATIONS IN COMPLIANCE WITH CURRENT ADA REQUIREMENTS.
6. CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL PROPOSED GRADES IN RELATIONSHIP TO SURVEYED BASIS OF ELEVATION.
7. ALL GRADING AND PUBLIC IMPROVEMENTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE PROVISIONS OF THE CURRENT CITY ORDINANCE AND STANDARD PLANS. THE GRADING AND IMPROVEMENTS ARE SUBJECT TO THE OBSERVATION AND APPROVAL OF THE PUBLIC WORKS DEPARTMENT.
8. CONTRACTOR SHALL MATCH EXISTING ELEVATIONS AT ALL SAWCUT LOCATIONS.
9. ALL SPOT ELEVATIONS SHOWN ARE TO FINISH SURFACE (TOP OF ASPHALT OR TOP OF CONCRETE PAVEMENT, NOT TOP OF CURB/SIDEWALK) UNLESS OTHERWISE NOTED. TA = TOP OF ASPHALT. TC = TOP OF CURB/SIDEWALK. FC = FLUSH CURB. FL = FLOWLINE.

TOP OF WALL → TW=225.6
 → BW=225.3
 BOTTOM OF WALL AT EXPOSED FACE
 (NOT BURY DEPTH SEE
 STRUCTURAL PLANS FOR FOOTING
 ELEVATIONS)

City of Maple
Valley SE 231st
St roadway
project

☐ APPROVED

☐ APPROVED SUBJECT TO
CORRECTIONS NOTED

DATE: _____

BY: _____

CITY OF MAPLE VALLEY
PUBLIC WORKS/PLANNING DEPT

| | | | | | | |
|-----|---------|-----|------|-------|------------------|----------|
| 1 | 7/10/20 | RDC | DL | JGH | PERMIT SUBMITTAL | |
| No. | Date | By | Ckd. | Appr. | | Revision |

Title:

For: PANTATTONI DEVELOPMENT CO., INC.
1821 DOCK ST, SU. 100
TACOMA, WA 98042
(206) 838-6182/ BRIAN MATTSON



07/10/2020

Scale: Horizontal = 40' Vertical = NA

| | |
|----------|---------|
| Designed | ADW |
| Drawn | ADW |
| Checked | AEM |
| Approved | JH |
| Date | 6/19/20 |

**Barghausen
Consulting Engineers, Inc.**
18215 72nd Avenue South
Kent, WA 98032
425.251.6722 barghausen.com



Job Number
7124

Sheet

4.0 of 29

| | | | |
|---|-----------|---------|------|
| P:\07000s\7124\engineering\MAPLE VALLEY LOGISTICS\CITY OF MAPLE VALLEY\7124-G.dwg | 7/10/2020 | 9:49 AM | RCOX |
|---|-----------|---------|------|

ATTACHMENT C

Project Cost Estimate

City of Maple Valley

SE 231st Street Extension

Transpo Job No. 1.15516.03

City Job No. TIB Grant 2020

Engineer's Opinion of Probable Cost - Planning Level

Description of Work:

Completion of SE 231st Street, connecting developer improvements south of Witte Road to the existing intersection of 228th Ave SE and 228th Place SE. Distance of extension is 650 LF. Section includes one 11' vehicle and 1 5' bike lane in each direction, a 7' curbed median with curbed 5' planter strips and 5' sidewalks. Illumination at 120' spacing and trees at 25' spacing are included to match 228th Ave SE. Extension of JUT along full length. Includes grading, walls and handrail to ROW extents.

Assumptions and Exclusions:

- Does not include right of way cost

Date completed:

8/13/2020

Checked by:

BAS



WA PE #52551

| Item Description | Quantity | Unit | Unit Cost | Total |
|--|----------|------|--------------|---------------------|
| Type A Cement Concrete Curb and Gutter | 2600 | LF | \$ 40.00 | \$ 104,000 |
| 4" Cement Concrete Sidewalk | 723 | SY | \$ 95.00 | \$ 68,685 |
| HMA CL. 3/8IN. PG 64-22" (3") | 395 | TON | \$ 150.00 | \$ 59,250 |
| ATB (4") | 560 | TON | \$ 120.00 | \$ 67,200 |
| Crushed surfacing base course (6") | 845 | TN | \$ 48.25 | \$ 40,771 |
| Plastic Bike Lane Symbol | 4 | EA | \$ 500.00 | \$ 2,000 |
| 4" Plastic Line | 2600 | LF | \$ 2.80 | \$ 7,280 |
| Plastic crosswalk | 360 | SF | \$ 20.00 | \$ 7,200 |
| Plastic Arrows | 4 | EA | \$ 350.00 | \$ 1,400 |
| Permanent signage | 1 | LS | \$ 10,000.00 | \$ 10,000 |
| Removal of structures and obstructions | 1 | LS | \$ 5,000.00 | \$ 5,000 |
| Clear and Grub | 1 | LS | \$ 10,000.00 | \$ 10,000 |
| Top Soil Type A | 614 | CY | \$ 40.00 | \$ 24,560 |
| Lawn installation | 723 | SY | \$ 3.50 | \$ 2,531 |
| Street Trees | 63 | EA | \$ 500.00 | \$ 31,500 |
| Decorative Illumination System | 10 | EA | \$ 16,000.00 | \$ 160,000 |
| Utility conduit bank | 1300 | LF | \$ 30.00 | \$ 39,000 |
| Retaining Walls | 9680 | FF | \$ 115.00 | \$ 1,113,200 |
| Pedestrian Handrail | 1000 | LF | \$ 110.00 | \$ 110,000 |
| Adjust valve box | 4 | EA | \$ 555.00 | \$ 2,220 |
| Catch Basin Type I (Thru Curb) | 4 | EA | \$ 2,500.00 | \$ 10,000 |
| 12" PVC Storm Drain | 800 | LF | \$ 75.00 | \$ 60,000 |
| Connect to Drainage Structure | 2 | EA | \$ 275.00 | \$ 550 |
| Wood Chip Mulch | 1228 | SY | \$ 30.00 | \$ 36,840 |
| Roadway Excavation incl. Haul (6") | 11089 | CY | \$ 75.00 | \$ 831,675 |
| Sub Total | | | | \$ 2,805,000 |

| | | |
|------------------------------------|-----|------------|
| Mobilization | 10% | \$ 281,000 |
| Construction survey, SPCC and TESC | 5% | \$ 141,000 |
| Temporary Traffic Control | 5% | \$ 141,000 |
| Design Engineering | 25% | \$ 702,000 |
| Construction Management | 15% | \$ 421,000 |
| Contingency | 20% | \$ 561,000 |

TOTAL PLANNING-LEVEL COST ESTIMATE \$ 5,052,000

ATTACHMENT D

Funding Commitment Letters;

- City of Maple Valley
- Panattoni Developers



22017 SE Wax Road, Suite 200
Maple Valley, Washington 98038
Phone: (425) 413-8800
www.maplevalleywa.gov

Department of Public Works

August 14, 2020

TIB Selection Committee:

The City of Maple Valley is proud to partner with Panattoni in the development of the Maple Valley Logistics Project with the completion of the extension of SE 231st Street from Witte Road to 228th Avenue SE. The new 900-ft roadway segment provided by the Maple Valley Logistics Project and the 650-ft project connection of SE 231st Street by the City would provide an alternative route to Highway 18. Traffic operations on SR 169 will be significantly improved when the Maple Valley Logistic project meets their project design year. Additionally, the full connection of SE 231st Street is vital for safer and better traffic operations at the intersection of SR 169 and Witte Road.

We look forward to adding TIB to our partnership with Panattoni to realize this important connection for the City of Maple Valley and help us to revitalize the area affectionately known as the Hayes gravel pit. The development project anticipates bringing approximately 225 new jobs to the region. We have undertaken the following steps with Panattoni in advance of this TIB application:

- Reviewed the Maple Valley Logistics Project transportation impact study;
- Conducted SEPA review to require the dedication of a right of way tract for the full connection of SE 231st Street as a condition of approval;
- Assessed a Transportation Impact Fee of \$598,995; and
- Included the SE 231st Street extension in the City's 6-year TIP for 2021-2026 (Project ID #T-48).

Panattoni has been a good partner in the development of the plan for the Maple Valley Logistics Project and we are looking forward to granting their SEPA approval in September 2020. The development project is expected to be completed by late 2021, at which point the City's project completing the SE 231st Street connection is expected to start.

Should you require any additional information on the project and our plans for this exciting multimodal facility and the Panattoni development, please contact me and I will arrange to have that provided to you by our City staff or Panattoni and their design engineering team.

Thank you,

Laura Philpot, P.E.
City Manager

2021-2026 Six Year TIP

City of Maple Valley
2021-2026 Six-Year Transportation Improvement Plan

| Project | Project | | | 2021 | | | 2022 | | | 2023 | | | 2024 | | | 2025 | | | 2026 | | | Project |
|----------|---------|---|-------------|------|-------|--------|------|-------|---------|-------|-----|---------|------|-------|---------|------|------|--------|-------|-----|---------|----------|
| Priority | No. | Project | Length (ft) | PE | ROW | Constr | PE | ROW | Constr | PE | ROW | Constr | PE | ROW | Constr | PE | ROW | Constr | PE | ROW | Constr | Total |
| 1 | T-23 | Annual Asphalt Overlay Program City Wide | | | | \$300 | | | \$300 | | | \$300 | | | \$300 | | | \$300 | | | \$300 | \$1,800 |
| 2 | T-24 | Miscellaneous Street Improvements City Wide | | | | \$590 | | | \$100 | | | \$412 | | | \$100 | | | \$100 | | | \$100 | \$1,402 |
| 3 | T-27 | Non - Motorized Plan Implementation - City Wide | | | | \$200 | | | \$200 | | | \$200 | | | \$200 | | | \$200 | | | \$200 | \$1,200 |
| 4 | T-28b | Witte Road Improvements - Phase 3 Road Widening (SE 256th Street to SE 249th Place) | 1660 | | | \$50 | | | \$9,291 | | | | | | | | | | | | | \$9,341 |
| 5 | T-48 | SE 231st Street Extension (Witte Road to end of new 228th Ave SE) | 1700 | | \$300 | \$500 | | | \$5,000 | | | | | | | | | | | | | \$5,800 |
| 6 | T-45 | SR 169 Widening - 4 (SE 253rd Place to SE 260th Street) | 2300 | | \$300 | | | \$600 | \$100 | | | \$9,000 | | | | | | | | | | \$10,000 |
| 7 | T-36 | SR 169 Widening - 2 (SE 240th Street to SE 244th Street) | 2700 | | | | | \$600 | \$100 | | | | | | \$9,000 | | | | | | | \$9,700 |
| 8 | T33c | SE 283rd Street Gap Improvement (228th Avenue SE to 350' W of 228th Ave) | 1300 | | | | | \$200 | \$100 | \$508 | | | | | | | | | | | | \$808 |
| 9 | T-53 | SR 516 Multi-Modal Improvements -1 (Witte Road to 228th Ave SE) | 1300 | | | | | | | | | | | \$250 | | | | | | | \$1,217 | \$1,467 |
| 10 | T-54 | SR 516 Multi-Modal Improvements - 2 (850' E of 228th Ave SE to 238th Pl SE) | 3000 | | | | | | | | | | | \$400 | | | | | | | \$1,743 | \$2,143 |
| 11 | T-28c | Witte Road Improvements - 5 (SE 222nd Avenue SE to SR 516) | 1870 | | | | | | | | | | | | | | | | \$600 | | | \$600 |
| 12 | T27a | Curbed Walkway Improvements | | | \$65 | | | | | | | \$495 | | | | | | | | | | \$560 |
| 13 | T27b | Crossing Enhancements | | | | | | | | | | | | | | | | | | | | \$455 |
| 14 | T27c | Cedar to Green River Trail Access on SE 264 th ST | | | | | | | | | | | | | | | \$26 | | | | \$196 | \$222 |

PE = Preliminary Engineering
ROW= Right of Way
Constr = Construction

| | | | | | | | | | | | | | | | | | | | |
|------------------|-------|-------|----------|---------|-------|---------|------|-----|---------|-------|-----|----------|------|-----|-------|-------|-----|---------|----------|
| Subtotals | \$665 | \$550 | \$15,381 | \$1,400 | \$300 | \$1,603 | \$53 | \$0 | \$9,912 | \$650 | \$0 | \$10,002 | \$26 | \$0 | \$600 | \$600 | \$0 | \$3,756 | \$45,498 |
| Totals | | | \$16,596 | | | \$3,303 | | | \$9,965 | | | \$10,652 | | | \$626 | | | \$4,356 | \$45,498 |

| | | Yr Net Expense | Annual Est Rev | | Yr Net Expense | Annual Est Rev | | Yr Net Expense | Annual Est Rev | | Yr Net Expense | Annual Est Rev | | Yr Net Expense | Annual Est Rev | Est Rev | | Annual Est Rev | Est Rev | \$45,498 |
|--------------------|--|-------------------|-------------------|--|-------------------|-------------------|--|-------------------|-------------------|--|-------------------|-------------------|--|-------------------|-------------------|---------|---------|-------------------|----------|----------|
| REET1 | | -\$206 | \$ 756 | | -\$56 | \$756 | | -\$356 | \$756 | | \$400 | \$850 | | -\$650 | \$850 | | \$1,200 | \$850 | \$ 4,818 | |
| TIF | | \$343 | \$ 519 | | \$189 | \$519 | | -\$319 | \$519 | | -\$151 | \$451 | | -\$451 | \$451 | | \$809 | \$451 | \$ 2,910 | |
| Utility Tax | | -\$100 | \$ 400 | | \$55 | \$400 | | \$53 | \$400 | | \$0 | \$400 | | \$26 | \$400 | | \$0 | \$400 | \$ 2,400 | |
| SWM | | -\$568 | \$ 1,768 | | -\$768 | \$1,768 | | -\$768 | \$1,768 | | \$400 | \$100 | | -\$100 | \$100 | | \$350 | \$100 | \$ 5,604 | |
| Grants | | | \$11,684 | | | \$440 | | | \$7,912 | | | \$8,202 | | | \$0 | | | | \$196 | \$28,434 |
| Dev Contribution | | | \$2,000 | | | | | | | | | \$0 | | | \$0 | | | | \$0 | \$ 2,000 |
| REET2 | | | | | | | | | | | | | | | | | | | | \$ - |
| Total Est Revenues | | | 16596 | | | \$3,303 | | | \$9,965 | | | \$10,652 | | | \$626 | | | | \$4,356 | \$45,498 |

| | | | | | | | | | | | | | | | | | | | | |
|-----------------|-----------------------------------|--------------------------------|---------|-----------------|-----------------|--|--|-----------------|--|--|-----------------|--|--|-----------------|--|--|-----------------|--|--|-----------------|
| | | 6-Year Total Deducted Funds | | | 2021 Balance | | | 2022 Balance | | | 2023 Balance | | | 2024 Balance | | | 2025 Balance | | | 2026 Balance |
| | 2019 End of year Revenue Balances | | | | | | | | | | | | | | | | | | | |
| | REET1 | \$2,859 | \$2,527 | REET | \$ 2,421 | | | \$ 2,477 | | | \$2,833 | | | \$2,433 | | | \$3,083 | | | \$1,883 |
| | TIF | \$2,590 | \$2,170 | TIF | \$ 2,226 | | | \$ 2,037 | | | \$2,356 | | | \$2,507 | | | \$2,958 | | | \$2,149 |
| TBD/Utility Tax | | \$901 | \$867 | Utility Tax | \$ 310 | | | \$ 255 | | | \$202 | | | \$202 | | | \$176 | | | \$176 |
| | SWM | \$4,268 | \$5,722 | SWM | \$ 5,200 | | | \$ 5,968 | | | \$6,736 | | | \$6,336 | | | \$6,436 | | | \$6,086 |
| Developer Funds | | \$74 | \$74 | Developer Funds | \$74 | | | \$74 | | | \$74 | | | \$74 | | | \$74 | | | \$74 |

August 14, 2020

TIB selection committee:

Panattoni is currently working to develop the Maple Valley Logistics Project at the site located south of the current T-Intersection of Witte Road and SE 231st Street, in northern Maple Valley. Our project will build a new warehouse distribution center on a recently reclaimed gravel pit, bringing approximately 225 jobs to Maple Valley and creating an important planned multimodal transportation connection along a portion of SE 231st Street.

As part of our development of the project, we are extending SE 231st Street approximately 900 feet from its current terminus at Witte Road south to serve our facilities. In addition, Panattoni is currently working to support the City of Maple Valley's efforts to complete the extension of SE 231st Street 650-ft further south to the existing intersection with 228th Avenue SE. As part of our partnership with the City, Panattoni will contribute:

- Provision of the right-of-way and construction of the full SE 231st Street improvements from the current terminus at Witte Road, to a terminus inside the Maple Valley Logistics Project site, totaling approximately \$1.8 million.
- The project will incur a Transportation Impact Fee of approximately \$598,995.
- Via a Binding Site Plan, the creation of a Tract to contain the future right-of-way for the remainder of the SE 231st Street extension from the terminus inside the Maple Valley Logistics Project site, to the northern boundary of the unopened right-of-way already controlled by the City of Maple Valley. Panattoni does not currently own, and is not under contract to purchase that Tract area.

Panattoni and the City of Maple Valley look forward to completion of this important multimodal transportation project that will bring much needed growth and development in the city. We hope to add the Transportation Improvement Board as a partner to the project to ensure that the City of Maple Valley and the Maple Valley Logistics Project have facilities to improve the multimodal transportation network in northern Maple Valley.

Thank you for your consideration.

Best regards,



Brian Mattson
Senior Development Manager
Panattoni

ATTACHMENT E

Excerpts from City of Maple Valley Comprehensive Plan



Element 2

LAND USE

Goals & Policies

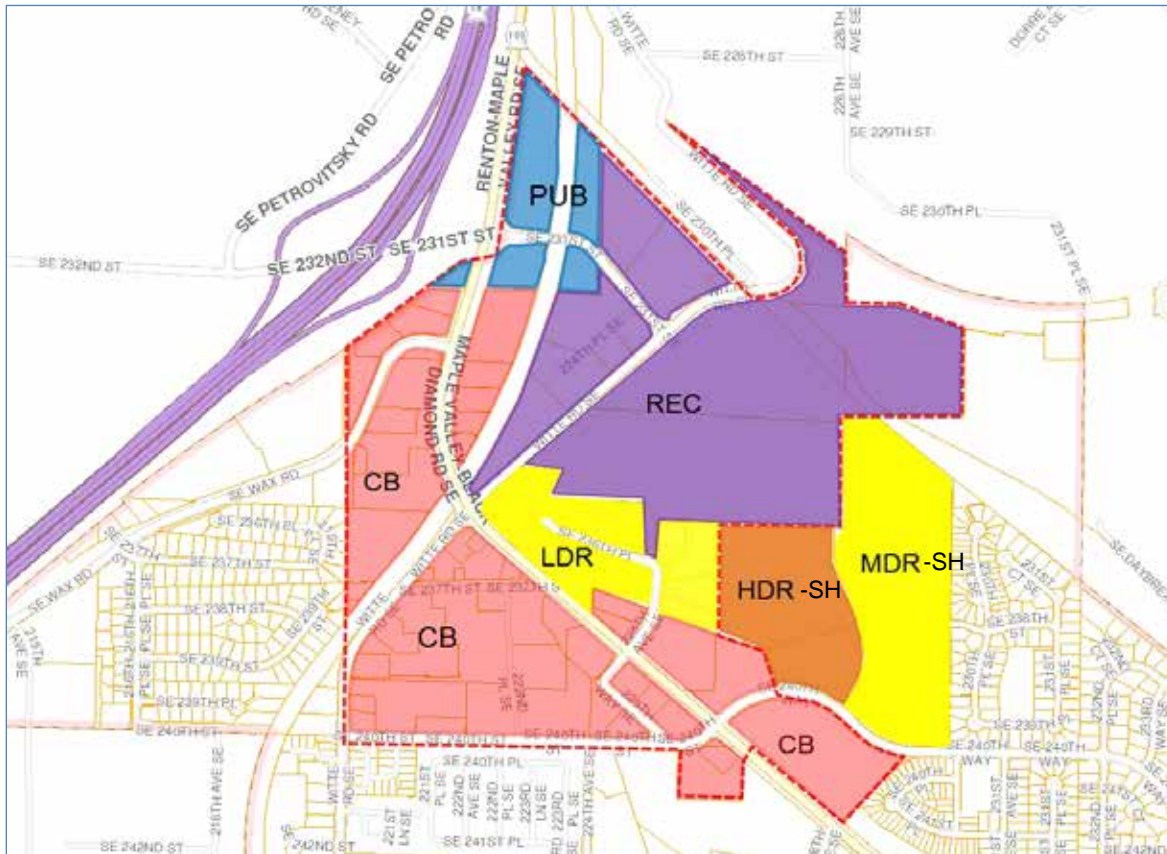


Figure 2.7 – North Activity Center

North Activity Center

Goal LU-5: Promote infill development in the North Activity Center.

- Policies:**
- LU-P5.1** Create a Regional Employment Center.
 - Sub-Policies:**
 - LU-P5.1.1** Prioritize transportation improvements to SR 18 and SR 169 to support development of lands closest to the intersection of those two state highways.
 - LU-P5.1.2** Adopt flexible development regulations that facilitate the development of a business campus with a mix of buildings with a height of up to five stories which may include temporary corporate housing as an accessory to the primary use.
 - LU-P5.1.3** Require this area's overall grading, internal circulation, and linkages to the surrounding road network to be



Element 2

LAND USE

Goals & Policies

| | | |
|------------------|--------------------|---|
| | | reviewed and approved with the City's development process. |
| Policies: | LU-P5.2 | Promote infill of the established commercial land use pattern in the balance of the North Activity Center. |
| | Sub-Policy: | LU-P5.2.1 Enable multi-family residential development at a density of up to 36 units per acre as part of mixed-use development that has access to arterials. |
| Policies: | LU-P5.3 | Retain the currently LDR designated hill immediately east of SR 169 in its present low density residential designation. |
| | LU-P5.4 | Create a new pattern of high density and medium density senior residential south of the Regional Employment Center. |



Element 2

LAND USE

Goals & Policies

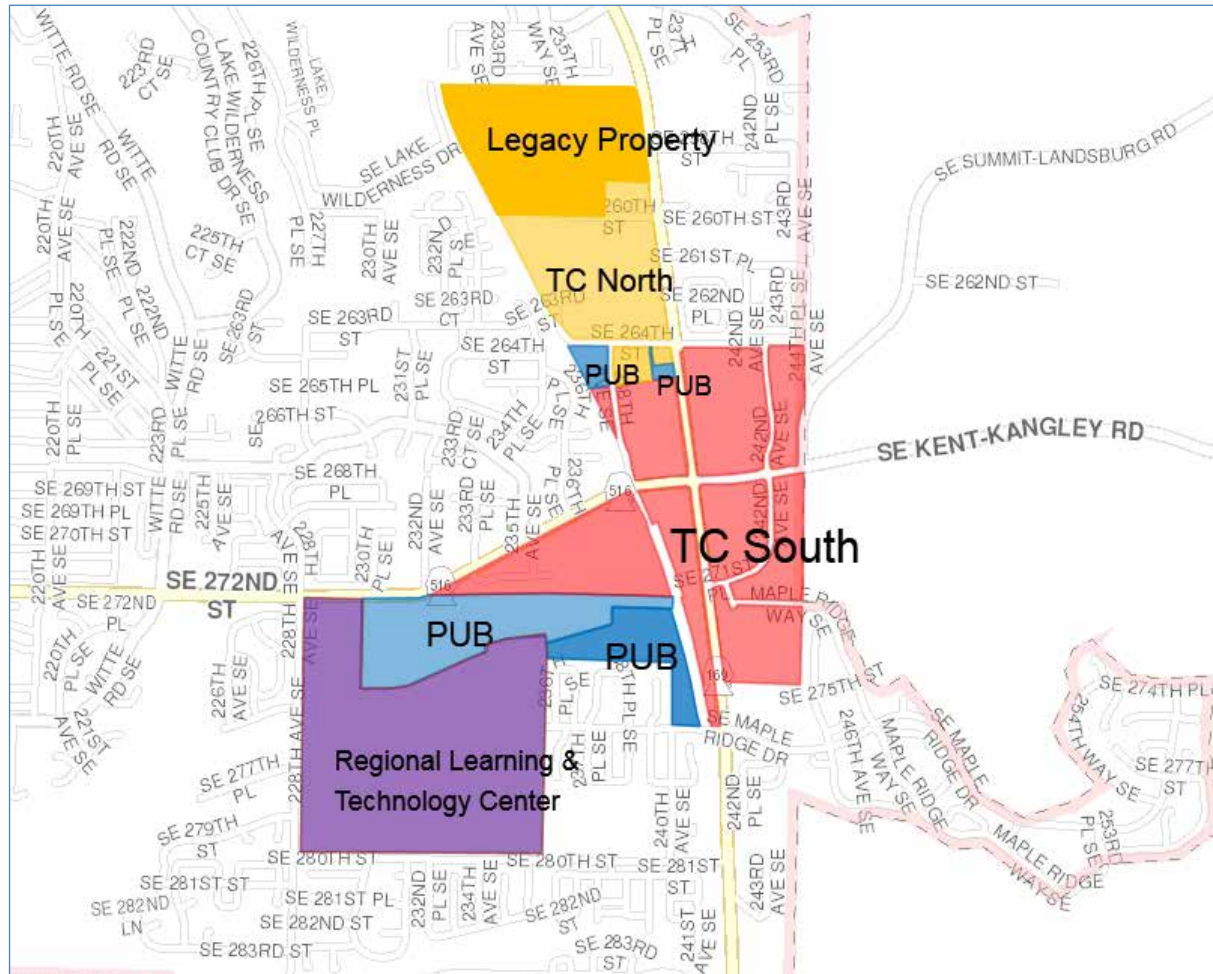


Figure 2.8 - South Activity Center

South Activity Center

Goal LU-6: Concentrate commercial, residential, civic, educational, and workforce training opportunities in the South Activity Center.

Legacy Property

Goal LU-7

Create a primary gathering place on the Legacy property that is a focal point, an exceptional civic landmark, and a vibrant meeting place for the whole Maple Valley community. Additionally, enhance the identity of the City of Maple Valley and distinguish the image of the City within the Puget Sound region. (VFP 5.1)

Policies: **LU-P7.1** Ensure an active pedestrian environment. Provide bicycle and pedestrian connections to regional trails, nearby natural areas and public uses as well as adjacent



Element 2

LAND USE

Goals & Policies

- residential and activity centers. (VFP 5.3)
- LU-P7.2 Provide vehicle and pedestrian connectivity and pedestrian amenities connecting to Town Center North.
 - LU-P7.3 Seek to provide distinctive architecture scale that complements the environment and an inspirational design that ties together the entire site.
 - LU-P7.4 Consider public/private partnerships with a vision for commercial uses at the site. A public/private partnership could take many forms, including shared facilities, land leases, infrastructure support, financial incentives, special entitlement procedures (e.g., tax abatement), and many more.
 - LU-P7.5 Reflect the unique character of the environment. Implement design that emphasizes the Northwest wilderness and spirit of adventure that typifies the area.
 - LU-P7.6 Encourage infill development by public investment incentives in facilities such as a permanent public market space, daycare facilities, and community centers.
 - LU-P7.7 Encourage opportunities for informal community gathering through streetscape design, public art and landscape standards in the Legacy Site.
 - LU-P7.8 Assist in the formation of plazas, exterior terraces, and promenades to expand the range of cultural activities and opportunities that are recognized as places that attract the whole community.



Element 2

LAND USE

Goals & Policies

Town Center

Goal LU-8: Create a Town Center.

Policies: **LU-P8.1** Include commercial, retail and other uses to develop mutually beneficial relationships that enhance and support adjacent, on-site public uses. Additionally, consider uses that generate revenue for the City of Maple Valley or that stimulate appropriate private development on adjacent property. (VP 5.2)

Sub-Policies:

- LU-P8.1.1** Provide bicycle and pedestrian connections to regional trails, nearby natural areas, and public uses as well as to adjacent residential and activity centers. (VFP 5.3)
- LU-P8.1.2** Use investments in public facilities as a catalyst to private investment in mixed-use and residential components of the Town Center. (VFP 5.4)
- LU-P8.1.3** Encourage any residential development within vertically mixed-use buildings.
- LU-P8.1.4** Encourage below grade level parking to support the pedestrian nature of the Town Center
- LU-P8.1.5** Reflect the unique character of the environment. Implement design that emphasizes the Northwest wilderness and spirit of adventure that typifies the area.



Element 2

LAND USE

Goals & Policies

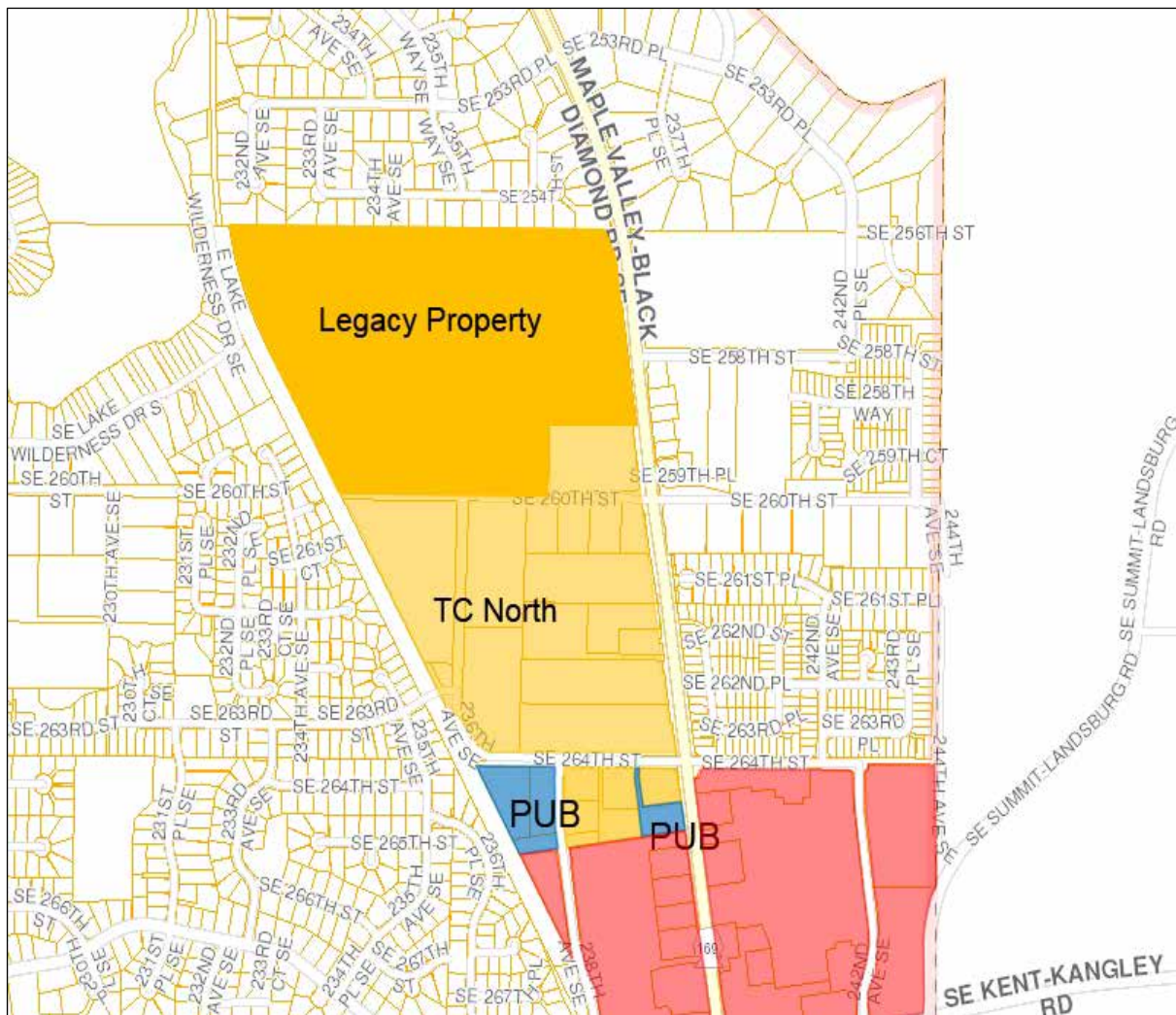


Figure 2.9 – Town Center North

Town Center North

Policies: **LU-8.2** Town Center North, currently with a largely underdeveloped and under-utilized land use pattern, should develop over time focused on a roadway network and sidewalk network, a mid-rise building form (up to five stories) and a combination of commercial, residential and civic uses.

Sub-Policies:

LU-P8.2.1 Adopt development regulations and standards that enable a transition over time, clearly listing current uses as conforming permitted uses, which may



Element 2

LAND USE

Goals & Policies

- continue until the owners wish to convert the land to more dense or intense land uses. (VFP 8.3 applied)
- LU-P8.2.2 Promote an active pedestrian environment by encouraging ground floor retail uses.
 - LU-P8.2.3 Consider development incentives including a property tax exemption program to stimulate construction of mid-rise, mixed-use projects with a required percentage of senior or affordable rate apartments.
 - LU-P8.2.4 Create a roadway network of streets, sidewalks and pedestrian amenities within the Town Center that connects to the surrounding streets and walkways.
 - LU-P8.2.5 Require building features to interact with public spaces in a way that encourages pedestrian activity among various spaces. Commercial buildings bordering public streets shall include features to create visual interest along the streetscape such as: art, architectural features, building entrances, etc.
 - LU-P8.2.6 Wherever possible, encourage building façades forward to the back of the sidewalk.
 - LU-P8.2.7 Coordinate with landowners on time horizons for development.
 - LU-P8.2.8 Offer incentives for aggregating properties to encourage a multimodal public roadway to accommodate non-motorized uses, parking and vehicular uses between Town Center North and the Legacy Property
 - LU-P8.2.9 Require that all frontages along Maple Valley Highway include a commercial component.
 - LU-P8.2.10 If vehicular traffic is limited in horizontal mixed use projects, bollards or similar devices shall be utilized to encourage pedestrian passage.
 - LU-P8.2.11 Horizontal mixed use shall include a commercial component.



Element 2

LAND USE

Goals & Policies

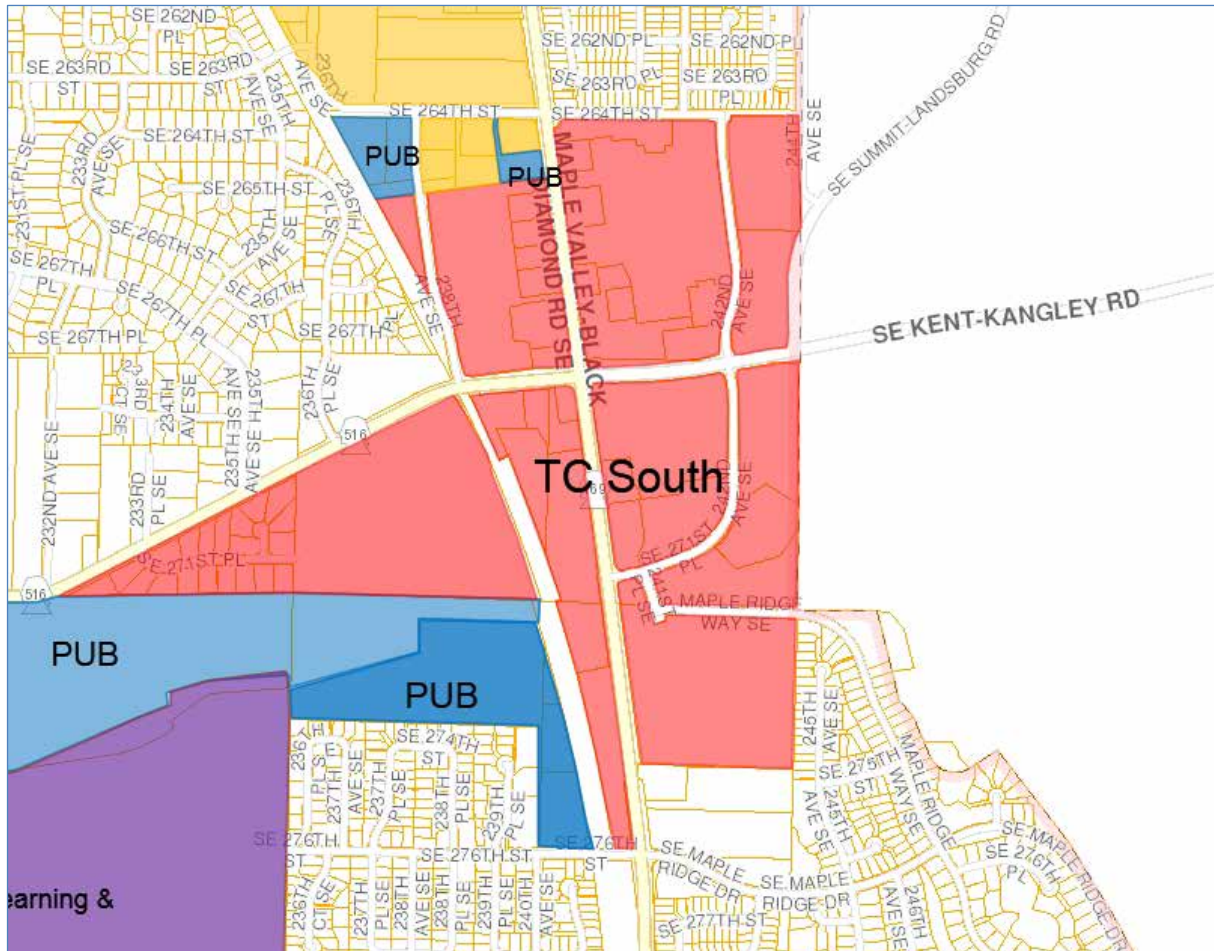


Figure 2.10 – Town Center South

Town Center South

| | | |
|-----------|---------------|---|
| Policies: | LU-P8.3 | Town Center South, currently with a strong, well-established low-rise, commercial pattern, should infill over time with buildings up to five stories in height and multi-family uses. |
| | Sub-Policies: | |
| | LU-P8.3.1 | Encourage the long-term development of an internal street network, consisting of either public rights-of way or private easements across the parking lots of adjacent properties. |
| | LU-P8.3.2 | Enable the development of both horizontal and vertical mixed-use development at a density of up to 36 units per acre. |



Element 2

LAND USE

Goals & Policies

Regional Learning and Technology Center

Goal LU-9: Establish a Regional Learning & Technology Center (RLTC) on the former Summit Place site.

- Policies:**
- LU-P9.1** Recognize and engage the neighborhood, the City, and the region in supporting the important role that the RLTC plays for the Maple Valley community, its residents, and businesses.
 - LU-P9.2** Seek partnership opportunities with and among the Tahoma School District, Green River Community College, Renton Vocational Technical College, Chamber of Commerce, and other institutions and businesses that would benefit from the synergy of co-locating their facilities in close proximity to one another at the RLTC.
 - LU-P9.3** Take the lead in working with King County, current and potential future institutions and businesses at the RLTC to create a Master Plan to lay out vehicular, pedestrian, and bicycle circulation within the RLTC and connecting to the surrounding network of serving trails and roads.
 - LU-P9.4** Encourage the creation of housing at the RLTC for students, trainees, or workers engaged in the goals of the RLTC.
 - LU-P9.5** Create a new zoning designation to identify and facilitate the types of uses that are most appropriate with the goals of the RLTC, including appropriate buffers adjacent to residential areas, lighting, noise, and other appropriate impact mitigation measures.

Single Family Residential

Goal LU-10: Protect and enhance the character of existing single-family neighborhoods. (VFP 2.3)

- Policies:**
- LU-P10.1** Use innovative land use techniques such as “density averaging” and/or “clustering” to preserve open space and allow more efficient land use patterns. Emphasis should be placed on using these techniques when developing single-family residential uses.
 - LU-P10.2** Common wall and zero lot line, single-family development shall be considered in areas that are: (a) transitional between single-family and higher density or intensity areas; (b) located in residential zoning of 4 to 12 units per acre; and (c) located in mixed-use areas.
 - LU-P10.3** Recognize the unique constraints and opportunities for the lands at the former Elk Run Golf Course by clustering new common wall or zero lot line single-family housing away from lands that are beneath power lines or are environmentally constrained.



Element 2

LAND USE

Goals & Policies

- LU-P10.4** Secure public access to the existing east-west trail that traverses the Elk Run site and connect it to a future trail extension across the Regional Learning & Technology Center to intersect with the north-south trail in Town Center.
- LU-P10.5** Evaluate the potential benefits and drawbacks to the City and surrounding properties of securing public ownership of the open space and sensitive lands at Elk Run, including the riparian corridor along Cranmar Creek.
- LU-P10.6** Where commercial development abuts residential neighborhoods, retain a buffer and adopt standards to limit the height of structures and provide for setbacks from property lines.

Goal LU-11: Provide a physical environment that enables residents to incorporate physical activity into their daily lives. (VFG 7)

- Policies:**
- LU-P11.1** Design, develop and enhance parks, trails, open spaces, and recreational facilities. (VFP 7.1)
- LU-P11.2** Encourage the design of new mixed-use and multi-family projects to maximize pedestrian and bicycle access and amenities onsite and connectivity to nearby sites, walkways and trails. (VFP 7.2)
- LU-P11.3** Promote neighborhood connectivity with existing and planned road and trail systems.
- LU-P11.4** Support safe walking and bicycling routes to schools.

Goal LU-12: Establish efficient land use patterns that facilitates a multi-modal transportation system, and promotes the efficient provision of public services and facilities.

- Policies:**
- LU-P12.1** Concentrate jobs and new housing wherever possible to improve walkability and access to transit and bike trails.
- LU-P12.2** The City should coordinate with water and sewer districts to ensure that adequate water and sewer capacity exists or is proposed within the respective District's capital facilities plan to support development in the City.

Goal LU-13: Honor Maple Valley's history.

- Policies:**
- LU-P13.1** Encourage the protection, preservation, recovery, and rehabilitation of significant archaeological resources and historic sites.
- LU-P13.2** Consider the impacts of new development on historical resources as part of its environmental review process.
- LU-P13.3** Encourage efforts to rehabilitate sites and buildings with unique or significant historic characteristics.
- LU-P13.4** Encourage the incorporation of open space into the design and preservation of historic properties.



Element 2

LAND USE

Goals & Policies

- LU-P13.5** Coordinate with the Maple Valley Historical Society regarding its future visions and plans.
- LU-P13.6** Reflect the pioneering history of Maple Valley in its civic architecture that conforms to the City's design standards.

Goal LU-14: Administer a process for siting essential public facilities that protects Maple Valley's interests while being consistent with the provisions of the Growth Management Act.

- Policies:**
- LU-P14.1** King County, the City and neighboring cities, and special purpose districts, if advantageous, should share essential public facilities to increase efficiency of operation.
- LU-P14.2** King County and the City should ensure that no racial, cultural or class group is unduly impacted by essential public facility siting or expansion decisions.
- LU-P14.3** King County and the City should strive to site essential public facilities equitably countywide. No single community should absorb an undue share of the impacts of essential public facilities. Siting should consider environmental equity and environmental, technical and service area factors.
- LU-P14.4** A facility may be determined to be an essential public facility if it has one or more of the following characteristics:
- The facility meets the Growth Management Act definition of an essential public facility.
 - The facility is on a State, County or local community list of essential public facilities.
 - The facility serves a significant portion of the County or metropolitan region or is part of a Countywide service system.
 - The facility is difficult to site or expand.
- LU-P14.5** Siting proposed new, or expansions to existing, essential public facilities should consist of the following:
- An inventory of similar existing essential public facilities, including their locations and capacities.
 - A forecast of the future needs for the essential public facility.
 - An analysis of the potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities.
 - An analysis of alternatives to the facility, including decentralization, conservation, demand management, and other strategies.
 - An analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process.



Element 2

LAND USE

Goals & Policies

- f. An analysis of environmental impacts and mitigation.
- g. Extensive public involvement.

Goal LU-15: Facilitate annexations within the City's Potential Annexation Area.

- Policies:**
- LU-P15.1** Update the Future Land Use Map to reflect the designation by King County of the Rainier Ridge Urban Growth Area Expansion and Potential Annexation Area designation.
 - LU-P15.2** Consider annexation of three parcels to the north of the existing city limits that are identified as PAA under King County Urban Growth maps.
 - LU-P15.3** Upon the annexation of any PAA into the City, amend the Future Land Use Map to reflect the appropriate land use designation.
 - LU-P15.4** Monitor King County policy regarding urban growth area expansions and future land uses within the rural area within the City's primary market area.
 - LU-P15.5** Consider options to expand the City's Potential Annexation Areas

Goal LU 16: Promote access to healthy food resources for all residents through opportunities for urban agricultural activities, such as farmers markets, farm stands, community supported agriculture (CSA) drop-off sites, community gardens, pea patches, school gardens, home gardens, and urban farms.

- Policies:**
- LU 16.1** Establish development regulations that allow for healthy food resources as a permitted use and provide for on-site sale and delivery of healthy foods, on public and private property, where appropriate.
 - LU 16.2** Encourage and support the use of public lands for urban agricultural activities by establishing criteria for assessing suitable sites.
 - LU 16.3** Where appropriate, support joint-use agreements for publicly or privately owned sites for uses such as urban farms, community gardens, and pea patches.
 - LU 16.4** Consider development incentives, grants, and other funding sources to support development of urban agriculture sites and programming.

ATTACHMENT F

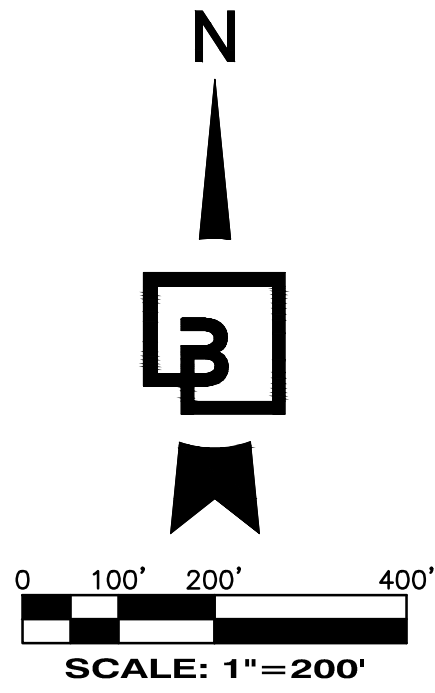
City of Maple Valley Bicycle Plan (Transportation Element)

ATTACHMENT G

Development Map

GENERAL SITE NOTES:

1. THE CONTRACTOR SHALL OBTAIN AND HAVE AVAILABLE COPIES OF THE APPLICABLE GOVERNING AGENCY STANDARDS AT THE JOB SITE DURING THE RELATED CONSTRUCTION OPERATIONS.
2. CONTRACTOR SHALL ASSURE THAT ALL NECESSARY PERMITS HAVE BEEN OBTAINED PRIOR TO COMMENCING WORK.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION, DIMENSION AND DEPTH OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION WHETHER SHOWN ON THESE PLANS OR NOT. UTILITIES OTHER THAN THOSE SHOWN MAY EXIST ON THIS SITE. ONLY THOSE UTILITIES WITH EVIDENCE OF THEIR INSTALLATION VISIBLE AT GROUND SURFACE OR SHOWN ON RECORD DRAWING PROVIDED BY OTHERS ARE SHOWN HEREON. EXISTING UNDERGROUND UTILITY LOCATIONS SHOWN ARE APPROXIMATE ONLY AND ARE SUBJECT TO A DEGREE OF UNKNOWN VARIATION. SOME UNDERGROUND LOCATIONS SHOWN HEREON MAY HAVE BEEN TAKEN FROM PUBLIC RECORDS. BARGHAUSEN CONSULTING ENGINEERS, INC. ASSUMES NO LIABILITY FOR THE ACCURACY OF PUBLIC RECORDS OR RECORDS OF OTHERS. IF CONFLICTS SHOULD OCCUR, THE CONTRACTOR SHALL CONSULT BARGHAUSEN CONSULTING ENGINEERS, INC. TO RESOLVE ALL PROBLEMS PRIOR TO PROCEEDING WITH CONSTRUCTION.
4. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO REVIEW ALL OF THE DRAWINGS AND SPECIFICATIONS ASSOCIATED WITH THE PROJECT WORK SCOPE PRIOR TO THE INITIATION OF CONSTRUCTION. SHOULD THE CONTRACTOR FIND A CONFLICT WITH THE DOCUMENTS RELATIVE TO THE SPECIFICATIONS OR THE RELATIVE CODES, IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE PROJECT ENGINEER OF RECORD IN WRITING PRIOR TO THE START OF CONSTRUCTION. FAILURE BY THE CONTRACTOR TO NOTIFY THE PROJECT ENGINEER SHALL CONSTITUTE ACCEPTANCE OF FULL RESPONSIBILITY BY THE CONTRACTOR TO COMPLETE THE SCOPE OF WORK AS DEFINED BY THE DRAWINGS AND IN FULL COMPLIANCE WITH LOCAL REGULATIONS AND CODES.
5. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE APPROPRIATE UTILITIES INVOLVED PRIOR TO CONSTRUCTION.
6. INSPECTION OF SITE WORK WILL BE ACCOMPLISHED BY A REPRESENTATIVE OF THE GOVERNING JURISDICTION. INSPECTION OF PRIVATE FACILITIES WILL BE ACCOMPLISHED BY A REPRESENTATIVE OF THE OWNER. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE INSPECTOR 24 HOURS IN ADVANCE OF BACKFILLING ALL CONSTRUCTION.
7. PRIOR TO ANY CONSTRUCTION OR DEVELOPMENT ACTIVITY THE CONTRACTOR SHALL CONTACT THE AGENCY AND/OR UTILITY INSPECTION PERSONNEL AND ARRANGE ANY REQUIRED PRE-CONSTRUCTION MEETING(S). CONTRACTOR SHALL PROVIDE ONE WEEK MINIMUM ADVANCE NOTIFICATION TO OWNER, FIELD ENGINEER AND ENGINEER OF PRE-CONSTRUCTION MEETINGS.
8. THE CONTRACTOR IS RESPONSIBLE FOR WORKER AND SITE SAFETY AND SHALL COMPLY WITH THE LATEST OSHA STANDARDS AND REGULATIONS, OR ANY OTHER AGENCY HAVING JURISDICTION FOR EXCAVATION AND TRENCHING PROCEDURES. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE "MEANS AND METHODS" REQUIRED TO MEET THE INTENT AND PERFORMANCE CRITERIA OF OSHA, AS WELL AS ANY OTHER ENTITY THAT HAS JURISDICTION FOR EXCAVATION AND/OR TRENCHING PROCEDURES.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ADEQUATE SAFEGUARDS, SAFETY DEVICES, PROTECTIVE EQUIPMENT, FLAGGERS, AND ANY OTHER NEEDED ACTIONS TO PROTECT THE LIFE, HEALTH, AND SAFETY OF THE PUBLIC, AND TO PROTECT PROPERTY IN CONNECTION WITH THE PERFORMANCE OF WORK COVERED BY THE CONTRACTOR. ANY WORK WITHIN THE TRAVELED RIGHT-OF-WAY THAT MAY INTERRUPT NORMAL TRAFFIC FLOW SHALL REQUIRE AT LEAST ONE FLAGGER FOR EACH LANE OF TRAFFIC AFFECTED.
10. PROTECTIVE MEASURES SHALL BE TAKEN BY THE CONTRACTOR TO PROTECT ALL ADJACENT PUBLIC AND PRIVATE PROPERTIES AT ALL TIMES DURING CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTION OF ALL EXISTING UTILITY SERVICES THAT ARE TO REMAIN OPERATIONAL WITHIN THE CONSTRUCTION AREA WHETHER SHOWN OR NOT SHOWN ON THE PLANS.
11. TWO (2) COPIES OF THESE APPROVED PLANS MUST BE ON THE JOB SITE WHENEVER CONSTRUCTION IS IN PROGRESS. ONE (1) SET WITH RECORDS OF AS-BUILT INFORMATION SHALL BE SUBMITTED TO BARGHAUSEN CONSULTING ENGINEERS, INC. AT COMPLETION OF PROJECT.
12. CONTRACTOR SHALL OBTAIN SERVICES OF A LICENSED LAND SURVEYOR TO STAKE HORIZONTAL CONTROL FOR ALL NEW IMPROVEMENTS. STAKING CONTROL SHALL BE TAKEN FROM ELECTRONIC PLAN FILES PROVIDED BY BARGHAUSEN CONSULTING ENGINEERS, INC.
13. CONTRACTOR SHALL REQUEST FROM BARGHAUSEN CONSULTING ENGINEERS, INC., PRIOR TO ANY CONSTRUCTION STAKING OR CONSTRUCTION WORK, A FORMAL CONSTRUCTION RELEASE PLAN SET OR SPECIFIC RELEASE IN WRITING. THE APPROVED AGENCY PERMIT DRAWINGS WILL NOT BE CONSIDERED CONSTRUCTION RELEASE PLANS BY BARGHAUSEN CONSULTING ENGINEERS, INC. UNLESS BARGHAUSEN CONSULTING ENGINEERS, INC. HAS GIVEN A FORMAL WRITTEN RELEASE OR ISSUED A CONSTRUCTION RELEASE PLAN SET.



SHEET INDEX:

- CIVIL
- C1.0 – COVER SHEET
- C1.1 – NOTES AND SEPA CONDITIONS OF APPROVAL
- C2.0 – EXISTING CONDITIONS PLAN
- C3.0 – EAST SITE AND HORIZONTAL CONTROL PLAN
- C3.1 – WEST SITE AND HORIZONTAL CONTROL PLAN
- C3.2 – SOUTH SITE AND HORIZONTAL CONTROL PLAN
- C4.0 – WEST GRADING PLAN
- C4.1 – EAST GRADING PLAN
- C4.2 – GRADING PLAN – ADA PARKING
- C5.0 – EAST DRAINAGE PLAN
- C5.1 – WEST DRAINAGE PLAN
- C5.2 – DRAINAGE DETAILS
- C5.3 – DRAINAGE DETAILS
- C6.0 – ROADWAY IMPROVEMENTS – WITTE ROAD
- C6.1 – ROADWAY IMPROVEMENTS – SE 231ST ST
- C6.2 – ROADWAY IMPROVEMENTS – SE 231ST ST
- C6.3 – ROADWAY IMPROVEMENTS – DRIVEWAYS
- C6.4 – SE 231ST CHANNELIZATION AND SIGNAGE PLAN
- C6.5 – SE 231ST CHANNELIZATION AND SIGNAGE PLAN
- C6.6 – ROADWAY DETAILS
- C6.7 – ROADWAY DETAILS
- C7.0 – UTILITY PLAN
- C8.0 – CONSTRUCTION DETAILS
- C9.0 – SIGNAGE AND MARKING NOTES AND LEGEND
- C9.1 – SIGNAGE AND MARKING PLAN – EAST
- C9.2 – SIGNAGE AND MARKING PLAN – WEST
- C9.3 – SIGNAGE AND MARKING PLAN – SOUTH
- C9.4 – SIGNAGE AND MARKING DETAILS
- C9.5 – SIGNAGE AND MARKING DETAILS

PHOTOMETRIC

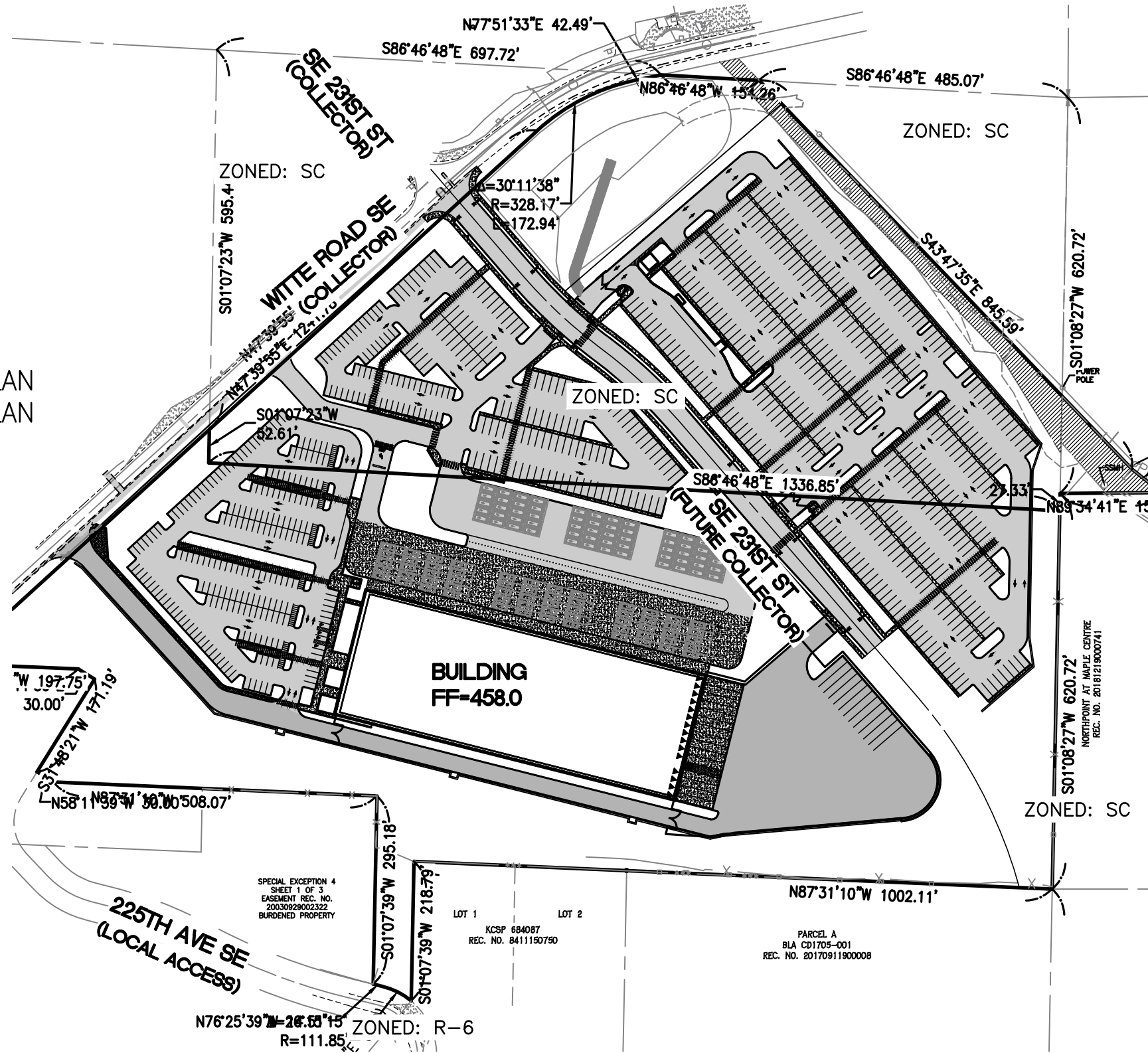
- 1 – ILLUMINATION PLANS
- 2 – PHOTOMETRIC CALCULATIONS

COVER SHEET

MAPLE VALLEY LOGISITICS

SEC. 15/16, TWP. 22 N, RGE. 6 EAST, W.M.

CITY OF MAPLE VALLEY, KING COUNTY, WASHINGTON



GEOTECHNICAL REPORT NOTES:

1. THE FOLLOWING GEOTECHNICAL REPORTS FOR THE SITE SHALL BE CONSIDERED PART OF THESE CONSTRUCTION DOCUMENTS:
- SOILS REPORT: GEOTECHNICAL REPORT
JOB NUMBER: T-1506-18
DATE: DECEMBER 18, 2019
- PREPARED BY: TERRA ASSOCIATES, INC.
12220 113TH AVE NE, STE. 130
KIRKLAND, WASHINGTON 98034
(425) 821-7777
2. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THAT ALL PROVISIONS OF THE SOILS REPORT FOR THE SITE BE OBSERVED AND COMPLIED WITH DURING ALL PHASES OF THE SITE PREPARATION, GRADING OPERATIONS, FOUNDATION, SLAB, AND PAVING CONSTRUCTION.
3. ANY PROVISIONS OF THE SOILS REPORT WHICH CONFLICT WITH INFORMATION SHOWN ELSEWHERE ON THESE DRAWINGS, OR WHICH REQUIRE FURTHER CLARIFICATION, SHALL BE BROUGHT TO THE ATTENTION OF THE ARCHITECT/ENGINEER FOR DETERMINATION.
4. A REPRESENTATIVE OF THE SOILS ENGINEER SHALL BE AVAILABLE TO OBSERVE AND APPROVE THE EARTHWORK OPERATIONS AND TO VERIFY FIELD CONDITIONS AS WORK PROCEEDS. THE SOILS ENGINEER SHALL SUBMIT FIELD REPORTS CERTIFYING THAT THE METHODS AND MATERIALS OF THE EARTHWORK OPERATIONS WERE IN ACCORDANCE WITH THE RECOMMENDATIONS OF THE SOILS INVESTIGATION AND THAT THE WORK WAS PERFORMED TO HIS/HER SATISFACTION.
5. THE SOILS ENGINEER SHOULD BE NOTIFIED AT LEAST FIVE (5) WORKING DAYS PRIOR TO ANY SITE CLEARING OR GRADING.

UTILITY CONTACT INFORMATION

| | |
|-------------------------------------|--|
| GAS UTILITY | PUGET SOUND ENERGY 6905 SOUTH 228TH STREET KENT, WA 98032 TELEPHONE: (253) 395-6850 |
| ELECTRICAL | PUGET SOUND ENERGY 6905 SOUTH 228TH STREET KENT, WA 98032 TELEPHONE: (253) 395-6850 |
| TELEPHONE, CABLE, INTERNET UTILITY: | CENTURY LINK 23315 – 66TH AVENUE SOUTH KENT, WA 98032 TELEPHONE: (206) 2662278 |
| WATER: | CEDAR RIVER WATER DISTRICT 18421 S.E. PETROVITSKY ROAD RENTON, WA 98038 TELEPHONE: (425) 255-6370 |
| STORM: | CITY OF MAPLE VALLEY PUBLIC WORKS TELEPHONE: (425)413-8800 |
| SEWER: | SOOS CREEK SEWER DISTRICT 14816 S.E. 192ND STREET RENTON, WA 98058 TELEPHONE: (253) 6309900 |

TESC AND STORMWATER NOTE:

THIS PLAN SET IS SUPPLEMENTARY TO A SEPARATE GRADING AND DRAINAGE PERMIT SUBMITTED TO THE CITY OF MAPLE VALLEY. FINAL TESC AND STORMWATER (INFILTRATION POND) DESIGN IS COMPLETE AND PART OF A SEPARATE SUBMITTAL. THIS SET SHALL BE USED IN CONJUNCTION WITH THE AFOREMENTIONED PLANS.

HORIZONTAL CONTROL NOTE:

CONTRACTOR SHALL HAVE ALL PROPERTY LINES, CURB, SIDEWALK, STRUCTURES, CONCRETE PADS AND ANY OTHER ABOVE GROUND PERMANENT STRUCTURE DEPICTED ON THESE PLANS STAKED FOR CONSTRUCTION BY A LICENSED SURVEYOR. LICENSED SURVEYOR SHALL STAKE ALL ITEMS USING COORDINATE GEOMETRY (RECTIFIED TO SITE CONTROL) CONTAINED IN CAD DRAWING FILES PROVIDED BY BARGHAUSEN CONSULTING ENGINEERS, INC. IT IS THE CONTRACTOR'S RESPONSIBILITY TO RETRIEVE LATEST CAD FILES FROM BARGHAUSEN CONSULTING ENGINEERS INC., REFLECTING ANY ISSUED PLAN REVISIONS. BARGHAUSEN CONSULTING ENGINEERS SHALL IMMEDIATELY BE NOTIFIED OF ANY DISCREPANCIES PRIOR TO THE START OF CONSTRUCTION.

UTILITY CONFLICT NOTE:

THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION, DIMENSION, AND DEPTH OF ALL EXISTING UTILITIES WHETHER SHOWN ON THESE PLANS OR NOT BY POTHOLING THE UTILITIES AND SURVEYING THE HORIZONTAL AND VERTICAL LOCATION PRIOR TO CONSTRUCTION. THIS SHALL INCLUDE CALLING UTILITY LOCATE @ 811 AND THEN POTHOLING ALL OF THE EXISTING UTILITIES AT LOCATIONS OF NEW UTILITY CROSSINGS TO PHYSICALLY VERIFY WHETHER OR NOT CONFLICTS EXIST. LOCATIONS OF SAID UTILITIES AS SHOWN ON THESE PLANS ARE BASED UPON THE UNVERIFIED PUBLIC INFORMATION AND ARE SUBJECT TO VARIATION. IF CONFLICTS SHOULD OCCUR, THE CONTRACTOR SHALL NOTIFY BARGHAUSEN CONSULTING ENGINEERS, INC. TO RESOLVE ALL PROBLEMS PRIOR TO PROCEEDING WITH CONSTRUCTION.

Know what's below.
Call before you dig.
Dial 811

ESTIMATED EARTHWORK QUANTITIES:

CUT: 170,000 CY

FILL: 170,000 CY

NET: 0 CY

AREA TO BE DISTURBED =34.10 AC

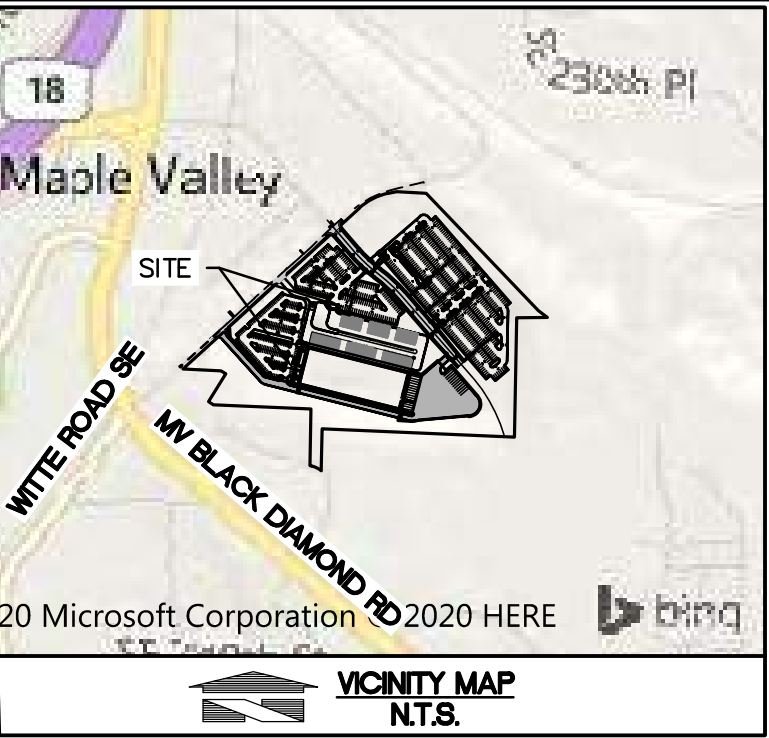
EARTHWORK QUANTITIES ARE APPROXIMATE AND HIGHLY DEPENDANT ON SOIL CONDITIONS ENCOUNTERED DURING CONSTRUCTION. CONTRACTOR SHOULD PERFORM INDEPENDENT ESTIMATE FOR BIDDING.

MONUMENT DEMOLITION NOTE:

CONTRACTOR SHALL FIELD LOCATE ALL MONUMENTS WITHIN THE AREA OF DISTURBANCE PRIOR TO CONSTRUCTION AND PROTECT FROM DISTURBANCE/DESTRUCTION TO THE MAXIMUM EXTENT FEASIBLE. IF IT IS NECESSARY TO REMOVE OR REPLACE A MONUMENT DURING CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE LOCAL JURISDICTION HAVING AUTHORITY (ROW 58.24.040) AND BE FULLY RESPONSIBLE FOR OBTAINING PERMITS FROM THE WASHINGTON STATE DEPARTMENT OF NATURAL RESOURCES PRIOR TO DISTURBANCE. DESTRUCTION, OR RELOCATION (WAC 332-120). APPLICATIONS MUST BE COMPLETED BY A REGISTERED LAND SURVEYOR AND MAY BE OBTAINED FROM THE WASHINGTON STATE DEPARTMENT OF NATURAL RESOURCES:

WASHINGTON STATE DEPARTMENT OF NATURAL RESOURCES
PUBLIC LAND SURVEY OFFICE
1111 WASHINGTON STREET S.E.
P.O. BOX 47060
OLYMPIA, WASHINGTON 98504-7060
(206) 902-1190

UPON COMPLETION OF CONSTRUCTION, ALL MONUMENTS DISPLACED, REMOVED, OR DESTROYED THAT ARE ABLE TO BE REPLACED, SHALL BE REPLACED BY A REGISTERED LAND SURVEYOR AT THE COST AND AT THE DIRECTION OF THE CONTRACTOR PURSUANT TO THESE REGULATIONS. THE APPROPRIATE FORMS FOR REPLACEMENTS OF SAID MONUMENTATION SHALL ALSO BE THE RESPONSIBILITY OF THE CONTRACTOR.



OWNER/APPLICANT

PANATTONI DEVELOPMENT
900 SW 16TH STREET, SUITE 330
RENTON, WA 98057
TEL: (206) 838-6182
CONTACT: BRIAN MATTSON
EMAIL: BMATTSSON@PANATTONI.COM

ARCHITECT

NELSON ARCHITECTURE
1200 FIFTH AVE, SUITE 1300
SEATTLE, WA 98101
TEL: (206) 408-8500
CONTACT: MIKE SNYDER
EMAIL: MSNYDER@NELSONWW.COM

ENGINEER/SURVEYOR

BARGHAUSEN CONSULTING ENGINEERS, INC.
18215 72ND AVE. SOUTH
KENT, WA 98032
TEL: (425) 251-6222
FAX: (425) 251-8782
CONTACT: JASON HUBBELL, P.E./OWEN B. HILLE, P.L.S.

LANDSCAPE ARCHITECT

BARGHAUSEN CONSULTING ENGINEERS, INC.
18215 72ND AVE. SOUTH
KENT, WA 98032
TEL: (425) 251-6222
FAX: (425) 251-8782
CONTACT: JEFF VARLEY, R.L.A.

GEOTECH:

TERRA ASSOCIATES, INC.
12220 113TH AVE NE, STE. 130
KIRKLAND, WASHINGTON 98034
TEL: (425) 821-7777
CONTACT: THEODORE SCHEPPER

SITE INFORMATION

LEGAL DESCRIPTION:
SEE SHEET C2.0 EXISTING CONDITIONS PLAN

TOTAL AREA:
GROSS LOT AREA = 1,485,199± S.F. (34.10± ACRES)

TAX PARCEL NUMBERS AND SITE ADDRESSES (IF AVAILABLE):
APN: 162206-9037 (NO ADDRESS FOUND)
APN: 162206-9040 (NO ADDRESS FOUND)

EXISTING ON-SITE SURFACE AREAS
PERVIOUS AREA: 1,484,805 SF (34.1 AC)

ZONING DESIGNATION: SERVICE COMMERCIAL (SC)

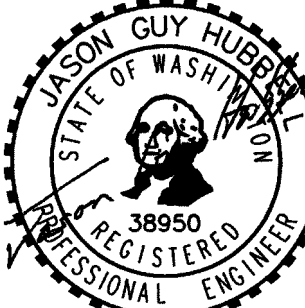
GROSS FLOOR AREA: 112,104± SF

DEVELOPED SURFACE AREAS
PERVIOUS= 12.27 AC
IMPERVIOUS= 21.83 AC

Revision
1 17/10/20
No. Date
Permit Submittal
Ugh
Appr.
RDC
By
Cld.

COVER SHEET
FOR
MAPLE VALLEY LOGISTICS

For: PANTATTONI DEVELOPMENT CO. INC.
1821 DOCK ST, SU. 100
TACOMA, WA 98042
(206) 838-6182/ BRIAN MATTSON

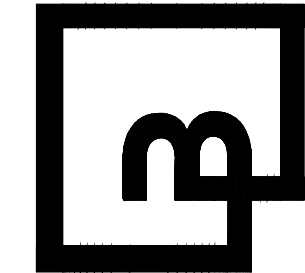


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Barghausen
Consulting Engineers, Inc.
18215 72nd Avenue South
Kent, WA 98032
425.251.6222
barghausen.com



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CITY OF MAPLE VALLEY
PUBLIC WORKS/PLANNING DEPT

ATTACHMENT H

Excerpt from City of Maple Valley Comprehensive Plan Describing Economic Development Goals



ECONOMIC DEVELOPMENT

Support Analysis

Maximizing Employment Opportunities on Available Land

The availability of large parcels of land for potential industrial development is a distinct advantage Maple Valley has over other communities in King County. However, among the three major sites the IEDC team reviewed – the North End (Gravel Pit property), Summit Place (Donut Hole) and the Legacy site – each has varying advantages and limitations for development (discussed in more detail below). Therefore, the IEDC team recommends that the City prioritize development of the sites in the following order:

1. North End.
2. Summit Place.
3. Legacy Site.

The team recommends that the City approach projects sequentially for several reasons. First, the City will be beginning its first major economic development project with limited staff, organizational capacity, and experience with such projects. Sequencing also will have the benefit of building both capacity and momentum for development among developers, residents, and potential end users. The success of one project breaking ground and generating jobs will increase the likelihood of success for future projects.

Regarding Summit Place, appraisals by both King County and developers (completed as recently as 2013) have indicated that the highest and best use for the site was residential/mixed-use. (The name “Summit Place” actually came from a proposal by the developer YarrowBay for a master-planned development with more than 1,600 residences along with some retail and commercial uses.) However, more residential does not fit with the City’s aspiration to increase its jobs to housing ratio.

The appraisals do not mean that technology-based, office, or light industrial development is not possible on the site; however, the City will need to work, over time, to position the site for employment-generating uses. Success with the development of the North End site, increased capacity for economic development at the City, improved perception of City interest in economic development, stronger and more robust partnerships, and the development of the Regional Education Center (high school and community college) all will help build interest and feasibility in Summit Place for employment-generating uses. In other words, the North End site has the best potential, to catalyze high-level employment and development opportunities at Summit Place and elsewhere in the City.

Prepare and Market the North End as a Regional Employment Center

The North End is comprised of the 60-acre J.R. Hayes Gravel Pit property, and smaller residential lots adjacent to the Brandt property and Gravel Pit. The properties are located at the northern end of the city near the intersection of SR 169 and SE 240th Way, extending northwest to the east of SR 169.



ECONOMIC DEVELOPMENT Support Analysis

Improving Readiness

Maple Valley has begun to change its orientation toward economic development in the last few years, but it now must focus on specific steps to improve its readiness that match the change in orientation.

The steps discussed below are included in this section of the North End because the IEDC team believes this property should be the City's priority for development, as discussed earlier. However, many of the steps outlined below will apply to later development projects in the City.

- Revise the Zoning Code to Maximize Economic Development Potential

Recent zoning changes to North End properties applying a SC designation allow for commercial and industrial uses but do not restrict uses to those that generate living-wage jobs (in alignment with the City's goals). Retail uses are still a potential outcome for the site. The City recommends changing its zoning designations on the North End site to preserve it as a site for primary/economic base employers with limited retail. For example, in some communities, a "business park" zone will allow for limited service businesses and retail that supports business park tenants but not outside customers (allowing for uses such as coffee shops, delis and copy shops). The primary purpose is to add convenience, not expand the market.

- Compile and Prepare Data to Inform a Request for Proposals

Preparing to go to market with a property requires considerable homework. Securing a developer for a major project is no easy feat, and the numbers have to match up. This section outlines the documentation the city should compile to make its case to the development community.

- *Market Analysis*

To prepare to work with a developer(s), the City needs to have a market analysis completed for the North End. This analysis should include information on other comparable building inventory in the region and a brief target industry analysis describing what types of tenants would be most attracted to the product.

Data from the Puget Sound Regional Council could be used as a base for estimating business growth and relating that to physical space and other locational determinants.

Once a developer signs on to the project, they will conduct more sophisticated market analysis, but the city needs to have baseline information available at its fingertips to offer to prospects.

Components of a Market Analysis

- Non-residential land use map/land use designations.
- Average lot and build sizes.
- Parking ratios.
- Vacancy rates.
- Projected absorption rates for land.



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○ *Laborshed Analysis*

Laborshed studies are now part of the package that developers and prospects expect as part of a city's marketing materials. The availability of labor is among the most critical location factors for a business.

The IEDC team believes that Maple Valley's workforce, as well as the regional laborshed (the area from which an employment center draws commuting workers) is one of the City's strongest selling points. The laborshed analysis will be one of the most important resources for motivating a developer because it provides an incentive for companies to locate in Maple Valley. The analysis will provide greater characterization of the occupational skills of the local and regional labor force. Communities that can document wages, education, current areas of employment and other characteristics of their workforce have a competitive advantage over those that rely on anecdotal, outdated or less detailed information.

At the North End site, Maple Valley will be developing a Regional Employment Center that will draw workers not just from the city but also from the region. The same is likely to hold true for new businesses at the Summit Place site.

The Washington State Employment Security Department is a good source of labor data for the city. It will do free or low-cost custom analyses on the workforce in King County, Pierce County and for specific zip codes and municipalities, and document characteristics including age, education, SIC, and NAICS codes.

○ *Benchmark Entitlements and Taxes to Neighboring Competitors*

Multiple municipalities in the area are seeking developers and economic-base employers. In order to compete successfully, the city needs to be knowledgeable of the impact fees, license fees, taxes and costs of other entitlements associated with development in surrounding jurisdictions. This is another area in which the EDC-SKC may be able to provide assistance.

• Take Steps to Engage a Developer

○ *Host a Pre-Conference and Conference with Developers*

In advance of creating a request for proposals, the IEDC team recommends that the City hold a pre-conference with developers to get to know prospective players in the field. The goal is to gauge interest, answer questions and address concerns. This will give the City valuable feedback it can use to address strengths and weaknesses as it crafts an initial RFP and help ensure that it has sufficient information on hand to help a developer

Components of a Workforce / Laborshed Analysis

- Demarcation of "laborshed" area and associated data.
- Projected population, age, and race.
- Education and income levels.
- Employment by industry type (2-digit NAICS code)
- Employment growth projections



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commit to a project. The EDC-SKC should be a resource to help the City connect with developers.

Following the RFP's issuance, the City should host another conference to answer additional questions and continue to build relationships and establish accessibility with potential developer partners.

- *Prepare a Request for Proposals Package with Detailed Site Analysis Information*

The RFP package should outline the City's vision for the property as an employment center and provide all the basic information that the developer would need to make a preliminary decision on the feasibility of the site for a project.

The RFP package will need to include elements of the market analysis, workforce analysis and a site analysis. Once the City has secured a developer partner, all of these elements will become more detailed, but a strong preliminary package that contains these elements is crucial to recruiting a developer.



ECONOMIC DEVELOPMENT Support Analysis

Site Analysis Checklist

Prepare general background information on the site, including:

- Brief description of proposed development (types of uses and characterization).
- Site specifications (location, size, slopes, services, other factors affecting development).
- Net buildable area of site.
- Proposed site coverage.
- Projected building costs per square foot.
- Projected net leasable space.
- Proposed number and sizes of lots.
- Building(s) sizes and characteristics (number of floors, ceiling heights, special features).
- Acquisition cost of site.
- Parking, landscaping, common areas.

Perform initial site planning to determine barriers, costs, special considerations to determine the suitability and costs of developing the site for the intended uses. These include:

- Topographic survey of the site.
- Soils and foundation conditions.
- Lot layout plan.
- Street system plan.
- Main highway access plans.
- Utility capacities, off-site and on-site requirements to serve the site.
- Water line infrastructure.
- Wastewater line infrastructure.
- Drainage issues.
- Environmental issues.
- Site-specific analysis.

• Utilize Incentives

Incentives can take many forms. Though Washington State prohibits giving incentives in the form of cash or in-kind offsets, Maple Valley has other assets it can use to attract businesses. Chief among these is the level of service Maple Valley can offer, marketing its ability as a nimble and efficient municipality with minimal red tape. With the residential boom of 2000 to 2007 effectively at a close, City resources previously devoted to this development may possibly be redeployed to devote time to economic development projects.

Expedited permitting and 24-hour inspection response time are two examples of high-value services to developers for whom time equals money. Developing capability and a reputation around efficient, responsive service will create a “virtuous circle” that both changes any preconceived notions about Maple Valley not welcoming new development (based on stories from the past) and encourages new businesses and developers to consider the City.



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Other ways that the City can incent development include:

- Deferring permitting fees until the developer lands a tenant.
- Designating an ombudsman to developers or end users for permitting and development services.
- Working with a developer to package and articulate state and federal statutory incentives for end users. Incentives frequently go unused because of the complexity of the programs. The city can play a service role to facilitate greater utilization of available incentives.

Position Summit Place Now for Longer-Term Potential

Summit Place (previously known as the “Donut Hole”) is a 154-acre property off Kent-Kangley Road SE and SE 228th Street. It is previously home to nine holes of Elk Run Golf Course, wooded areas, and the County’s 13-acre roads maintenance facility. The remainder of the site is vacant.

Key Assets of the Site

The City and County have entered into an interlocal agreement that allows the City to control development of the site while enabling continued operation of the County’s roads maintenance facility until the County is able to relocate it.

The Tahoma School District is building the new Tahoma High School on 35 acres of the Summit Place property. The new school will be a significant asset for Maple Valley. The site is planned to be a Regional Learning and Technology Center – a multi-use campus that also will provide community access for learning and training to compliment the new high school campus. The high school is scheduled to open in September 2017. Apart from the 35-acre Regional Learning and Technology Center, over 100 acres will remain available for development on the site.

Many partners are involved in the development of the Regional Learning and Technology Center, including the Tahoma School District, Green River Community College, Renton Technical College, Center for Advanced Manufacturing Puget Sound (CAMPS), and area companies and workforce partners. These partnerships reflect the innovative nature of the Regional Learning and Technology Center that will help feed a workforce pipeline that can supply highly skilled workers to companies in Maple Valley and the region.

Recommended Approach

Previous appraisals of the site by the County and developers notwithstanding, the IEDC team believes there is potential to develop and attract businesses with high-quality jobs at the site, especially those that can have a synergistic relationship with the educational resources at the learning center. Students can receive hands-on education at the businesses, while businesses can benefit from a pipeline of new workers and also have a facility for training their workers nearby.